Delhi. The question of setting up of a permanent campus for IITTM and been under consideration for some time. An offer of land by Jiwaji University, Gawlior, free of cost, for setting up of IITTM and other tourism facilities has been received. A national Culinary Institute is also to be set up. Taking into account the demand pattern for trained personnel for employment in the travel sector and the manpower requirements in the hotel management and catering sector it has been proposed that the IITTM be set up at Gwalior and the National Culinary Institute on the 5 acres of land allotted in NOIDA.

इंडियन एयरलाइंस की उड़ानों का रद्द किया जाना

1116. **श्री राम नरेश यादव** : क्या **नागर विमानन और पयटन** मंत्री यह बताने की कृपा करेंगे कि :

(क) जनवरी, 1992 से आज तक कितनी उड़ानें रद्द की गई हैं और उन्हें रद्द किये जाने के क्या कारण हैं;

(ख) इसके परिणामस्वरूप इंडियन एयरलाइंस को कितना घाटा हुआ ; और

(ग) भविष्य में स्थिति में सुधार लाने की सरकार की क्या योजनायें हैं ?

नागर विमानन और पर्यटन मंत्री (श्री माधव राव सिंधिया): (क) जनवरी, 1992 से जून, 1992 तक की अवधि के दौरान, 48,613 उड़ानों में से 4788 उड़ानें रद्द की गई। मोटे तौर पर, विमान रख-रखाव तथा हैंडलिंग समस्याओं, खराब मौसम, हवाई अड्डा प्रतिबंधों, औद्योगिक अशांति तथा बन्द की गई सेवाओं आदि के कारण उड़ानें रद्द की गई।

(ख) इस समय हानि की मात्रा को आंकना मुश्किल है।

(ग) उड़ानों को केवल अपरिहार्य स्थितियों में ही रद्द किया जाता है जहां तक संभव होता है ऐसी स्थितियों से निपटने के लिये वैकल्पिक विमान की व्यवस्था की जाती है।

Losses incurred by Indian Airlines

1117. SHRI SURESH PACHOURI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the details of losses incurred by Indian Airlines during the last three years;

(b) what are the reasons for continuing losses incurred by Indian Airlines; and

(c) what steps have been taken by Government to make the Airlines more profitable?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) Losses incurred by Indian Airlines during the last three years are as under:

1989-90	. .	Rs. 15.24 crores
1990-91	. .	Rs. 64.59 crores
1991-92	. .	Rs. 211.55 crores (Provisional)

(b) The losses have mainly been due to:

(i) grounding of A-320 aircraft;

(ii) Curtailment of operations during January, 1991 for conservation of fuel;

(iii) Downward adjustment of Indian Rupee is-a-vis major international currencies in July, 1991 and consequent increase in Aviation Turbine fuel prices;

(iv) Absorption of heavy incidence of fixed expenses associated with A-320 fleet due to its reinduction in a phased manner.

(v) Increase in insurance premium rate and landing and route navigation charges;

(vi) Additional burden on account of purchase of foreign exchange at market rate consequent to changes introduced in the Finance Act, 1992, etc.;

(c) The following steps have been taken to improve the financial performance:

(i) Readjustment of schedules matching with demand;

(ii) Economising on aricraft fuel consumption by shortening of routes, optimisation of speed/cruise levels etc.;

(iii) Reduction of establishment expenses;

(iv) Non-operational expenditure on civil works, furniture, fixtures, office equipment, etc. are avoided/deferred as far as possible;

(v) Readjustment of passenger fares and freight rates;

(vi) Frequent pre-flight checks to avoid wastage on food uplift/catering items.

Transporting International passengers by Air India

1118. SHRI SURESH PACHOURI: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what is the share of Air India at present in transporting international passengers;

(b) how does it compare with the figures for the years 1960, 1970 and 1980;

(c) what are the reasons for decline in Air India's share in the international passenger transportation; and

(d) what steps Government have taken to increase the business of Air India?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a) and (b) Air India's share of international passenger air transport market was 43.9 per cent, 41.5 per cent, 39.3 per cent and 31.4 per cent in the year 1960, 1970, 1980 and 1990 respectively.

(c) and (d) International air transport is fiercely competitive; over the year, a number of carriers operating to India have increased their frequency and capacity. These competitors also fly to more destinations world-wide. Air India has not been able to expand its capacity at the same rate and, therefore, a decline has occurred in its market share. In order to arrest this declining trend, Air India has developed a fleet renewal and expansion plan upto the year 2010-11 which envisages increase of seating capacity. The fleet plan also envisages a 10-year roll over policy for aircraft which is expected to result in improved on-time performance, better passenger appeal. Air India also aims at improvement in the quality of its service in general to meet competition from other carriers.

Cases against Vice-Presiednt of I.T.D.C.

1119. SHRI CHATURANAN MISHRA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) what are the details of cases against the Vice-President (Project Engineering) of I.T.D.C. which have been investigated or are under investigation by CBI/CVC till date;

(b) whether it is a fact that CVC has recommended in one of the cases 'major penalty action' against Vice-President (PE) I.T.D.C. and his General Manager (E&M); and

(c) if so, what are the details of the said case and action taken in the matter?

THE MINISTER OF CIVIL AVIATION AND TOURISM (SHRI MADHAVRAO SCINDIA): (a)